

## GROWTH MANAGEMENT ACT

The Growth Management Act means well but the means to accomplish the goals set forth in the Act are draconian steps that have cost our region millions in revenue. Our regional planners have chosen to create a transportation plan that closely aligns with the Regional Growth Strategy outlined in Vision 2040. In creating this transportation plan the planners suggest creating trip reductions for SOV traffic, without acknowledging that commercial traffic is SOV traffic, and that trip reductions for commercial traffic would result in lost revenue.

Vision 2040 relies on a premise that people should live in urban centers, or mass transit corridors and restrict their travel outside of their urban dwellings and conduct a "carry on" economy on foot or by bicycle. The major drawbacks for this restricted economy is consumer fatigue and limited purchases for items no bigger than a bread box that will fit into back packs or that can be comfortably carried.

The Growth Management Act coups up consumers, and has eliminated impulse and habitual sales outside their residential zones. The Act fails to connect consumers with all desired products or all desired regional landmarks that has in the past represented the wants and needs of the public, whom now has to sacrifice their economic freedoms to conduct unlimited commerce anytime and anywhere they wanted to, and this has cost our region millions of dollars in revenue.

The Growth Management Act relies far too heavily on social engineering and does not provide enough financial investment to build urban centers with enough appeal to create a fill in without relying on carrot and stick social policies that thwart the economy where it was being conducted in the hopes that the public will get frustrated trying to conduct commerce where they live now and get them to conduct commerce within the urban centers.

The Growth Management Act should have come with more financial development capital to build city centers with enough appeal to attract residents, and capital to build high speed transit systems to link those residents with other regional landmarks and other regional urban centers. This would have prevented the need to resort to carrot and stick policies to

disrupt transportation systems to create a frustration within the public to give up on using the roads to conduct commerce at the expense of revenue collection.

We needed to keep conducting unlimited commerce the way we had been, and then wisely invest that revenue in one city center at a time rather than disrupt the whole region's economy and attempt to acquire regional city center growth all at once. Some urban center planning has been embraced by the region while others have not. Seattle for example has bought into the urban center utopia while Burien has not. Seattle should have been properly invested in first, and then Burien along with the other nearby communities should have been linked with Seattle via high speed transportation systems. The same should have then been done in Tacoma and its surrounding communities.

Wholesale regional urban center development has been disastrous to the economy, and it has failed to win the hearts and minds of the people. The current plans to sabotage transportation systems and leave the people no choice but to relocate will continue to deplete revenues for all regional governments to the point of collapse.

We needed to build the futuristic eco friendly cities that enabled us to conduct unlimited commerce at will. Instead we have created a futuristic eco bureaucracy that is teetering on the brink of collapse as a result of its own misguided attempts to create utopia at the expense of the region's economy.. If we had started to build civic spectacles in the city centers and then linking those civic spectacles with other city centers using Levx systems we would be well on our way to creating the futuristic eco friendly cities of the future. Now we are stuck with an eco friendly bureaucracy that we cannot sustain.

John Worthington